

PHILADELPHIA CHAMBER OF COMMERCE.

CASES

OF

SHIPWRECK, LOSS, AND DISASTER,

WITHIN THE

BAY OF DELAWARE, &c.

BY VESSELS BEING DRIVEN INTO, OR OUT THEREOF, BY STORM
OR BY ICE, &c.

DECEMBER 28, 1826.

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1826.

CASES OF SHIPWRECK, LOSS, AND DISASTER,

Within the Bay of Delaware, as well as in its neighborhood, by vessels being driven into, or out thereof, by storm or by ice—and which would have been prevented, had there existed a place of shelter at its entrance. Collected from authentic sources under the direction of a Committee of the Philadelphia Chamber of Commerce.

1807.

- January,* Pilot boat America, of Cape May; driven to sea from under said Cape.
Schooner Amelia and Annah, from Barracoa for Philadelphia, arrived at New York; having been driven from the Capes by stress of weather.
- March,* Brig Commodore Barry; drove ashore in the Bay, but got off again after much loss.
Brig Fair Dame, from Jamaica; was driven out of the Bay, attempted to make New York and was driven from there also, when she bore away for, and was totally lost near Newport, R. I.
- April,* Brig Sally; was drove ashore near Bombay Hook, in attempting to reach shelter at Reedy Island.
Ship Woodrop Sims, for Canton, with specie; was drove from her anchors on the shore inside Cape May.
Brig Polly and Betsy, with ten or twelve others were in same gale; got to sea after loss of cables and anchors, and many lives.
Brig Ann Jane, for Bordeaux, was in same gale; drove ashore and bilged inside Cape May.
Brig Nanina, for Teneriffe, do. do. do. do.
Ship South Carolina, from Canton, do. do. do.
An Eastern ship; drove over the Overfalls, and to sea, in distress and with loss of cables and anchors.
Brig Three Apprentices, from Jamaica; drove out of the Bay, bore away for New York, went ashore and bilged near Sandy Hook.
Brig Mary, McCutcheon, from New Orleans; driven out of the Bay with loss of cables and anchors.
Brig Elizabeth, Campbell, from St. Croix; saved after loss of cables and anchors.
Schooner Betsy, Hughes; drove ashore at Reedy Island.
Schooner Friendship, Burbank, from St. Thomas; driven ashore near Lewistown.
Ship Fair Trader, for Hamburg; lost cables and anchors in the Bay, and could make no harbor until she reached Portland, Maine.

1808.

- January,* Brig Nancy, Bingham, from Havana; driven ashore on the Oyster Beds.
 Schooner Thetis, Graysbury, from Genoa via New York; driven out and ashore near Cape May.
 Schooner Minerva, Tripp, from Nassau; do. do. do.
 Schooner Regulator, from Boston; driven from her anchors on the Cross Ledge.
- November,* Ship Agnes, from Charleston; parted cables under Cape May and driven to sea.
 Schooner Jane, from Richmond; do. do. do.
- December,* Ship Four Friends, from Havana; driven out of the Bay after loss of cables and anchors.
 Brig Dolphin, from New York; driven from her anchors on the shoals and to sea.
 Brig Stetson, from New York; do. do. do.

1809.

- January,* Brig Portland, Crabtree, from Wilmington, N. C.; drove ashore near Listons.
 Schooner Seahorse, from North Carolina; got into Cohanzey after loss of cables and anchors.
- February,* Brig Camillus, from New Orleans; driven ashore near Reedy Island, much damaged by ice.
- May,* Brig Trumbull, Coit; put back from the Bay with loss of cables and anchors.
- December,* Sloop Greyhound, from Baltimore; driven ashore and lost on Cape May.

1810.

- January,* Brig Mary, to Fayal; driven on the Overfalls.
 Schooner Friendship, for Charleston; put back from the Bay in distress.
 Brig Neptune, for Havana; put back from the Bay with the loss of cables and anchors, and much cut with ice.
 Schooner Phœbe, for Lagaira; do. do. do. do.
- February,* Ship Jane, for Fayal; put back from the Bay and went ashore near Listons.
 Schooner Nancy, for Spanish Main; put back from the Bay and went ashore near Deep Creek.
 Schooner Clementina, for Lagaira; cut with ice and sunk in the Bay.
 Schooner Concordia, for Havana; driven ashore near Collins' Ditch.
 Brig Cyrus; do. do. do. do.
 Brig Susannah, for Cadiz, brig Olympus, for Toningen, schooner Atlantic, and schooner Louisiana; all driven ashore near Cohanzey.
 Brig Eliza, for Toningen, and schooner Huntress for New York; driven ashore near Appoquinimink.
 Ship Guatamazon, from Canton, to New York; drove ashore under Cape May and bilged—loss over \$50,000.

1810.

- February,* Schooner Weymouth, from Maracaibo ; sails torn, vessel much injured.
- March,* Brig Growler, Roberts, from Canton ; driven on the Flogger.
- December,* Brig Growler, Robinson, from Havana ; driven on the Brandywine—vessel and cargo lost.
- Ship Franklin, for Charleston ; driven back and much cut with ice.

1812.

- January,* Brig Three Brothers, from St. Thomas ; driven on shore and lost under Cape Henlopen.
- Ship Lydia ; drove ashore from the Brown on Lewistown Beach.
- Schooner Juliet, from Havana ; driven ashore near the point of Cape Henlopen.
- Schooner ———, a prize, cargo cocoa and rum ; drove ashore near Lewistown—all lost.
- Schooner Perseverance, from Havana ; driven on shore on Lewistown Beach.
- Schooner ———, (Spanish) ; drove on shore near Lewistown—all lost.
- February,* Brig Eliza, from Sligo via Lisbon ; drove ashore on Cape May.
- Sloop ———, (Spanish,) Captain Povel ; drove ashore near pitch of Cape Henlopen.

1813.

- January,* Brig General Apodaca, (Spanish,) from Havana ; driven ashore at Cape Henlopen—cargo lost.

1815.

- January,* Sloop Industry, for Charleston ; stranded near Lewistown—only part of the cargo saved.

1817.

- January,* Schooner Five Sisters, from Baltimore ; driven ashore on Egg Island—full of water.
- February,* Brig Hope, Hall ; driven into the Roads in the ice, with loss of best bower and cable.
- Brig Friends ; driven ashore half a mile inside Cape Henlopen.
- Brig Eliza ; drove ashore second time, with loss of anchors and cables at Lewistown.
- Schooner Eliza ; driving in the Bay in ice, without cables or anchors.
- Sloop Polly and Eliza, from Richmond ; driven from the Bay, and drifting off Egg Harbor Flats.
- March,* Brig John Howe, from Havana ; had to cut cables in Cape Henlopen Roads and go to sea.
- United States' schooner Helen ; drove from her anchors on shore at Lewistown—totally lost.

1817.

- March,* Ship Hope, Gardiner, for Philadelphia, brig James Coulter, from Havana, and schooner Commodore Perry, from Havana; compelled to cut cables and stand to sea. Brig Pilot, Wing, of Philadelphia; lost cables and anchors and compelled to stand to sea.
- Brig Amanda, from St. Domingo; lost cables and anchors in the Roads and had to drive ashore.
- December,* Brig Junius, from St. Salvador; lost cables and anchors and blown out of the Bay.
- Schooner Favourite; drove on the Overfalls, damaged rudder and had to put back.
- Brig Ariadne; lost anchor and cable in the Bay and put to sea.
- Schooner Washington, from Norfolk; lost anchors and cables in the Bay and was blown off the coast.

1818.

- February,* Ship Alpha; drove on the Brown—drifted on to Lewis-town bar—cut away masts.
- Brig Roderic, from Savannah, for New York; put into the Delaware—lost an anchor and dragging, cut and ran for the beach.
- Brig General Scott, from Port au Prince, with specie, sugar, coffee and tobacco; rode the gale 'till Saturday when she lost cables and anchors—had to run on the beach—crew frost bitten.
- Schooner St. Helena; drifting in the Bay in the ice.
- March,* Sloop Tryphenia, from New York, to Norfolk; put in and was cast away on Cape May—one female and three men lost—captain and one man drifted on shore on the quarter deck.
- Schooner Ann Maria, for Darien; drove ashore on Cape Henlopen and bilged.

1819.

- January,* Schooner Pennsylvania, from Charleston, drove out and on shore near Cape May; full of water.
- October,* Schooner Concord, from Ocracock, for New York, blown ashore, and cast away on Cape May; vessel and cargo lost.
- November,* Sloop Canton, from Fredericksburg, for New York, blown ashore, and cast away on Cape May; cargo 3,000 bushels wheat; lost.

1820.

- January,* Brig Mary Jane, from St. Thomas, for New York, cast away at Cold Spring Bar; crew saved.
- Brig Hyperion, from Rio, driven ashore on Cohanzy Flats, when trying for shelter.
- Brig Concord, from Curacao, do do do
- Brig Joseph S. Lewis, do do do
- February,* Ship Emma Matilda, do do on her beam ends.

1820.

- February*, Ship Maria, from Matanzas, drove on shore, on Townsend's Inlet, near Cape May; bilged.
- May*, Ship Superior; parted cables at the Brandywine, and had to put back.

1821.

- January*, Schooner M'Donough, from Boston, lost anchor and cable under Cape May; bore away and made harbor at Rhode Island.
- Brig Venus, from Cape Haytien, for Philadelphia, was four times off the Delaware Bay and New York, and twice off the Chesapeake; was driven from each by heavy gales; crew frost-bitten and nearly exhausted; cargo damaged; also, sails and rigging.
- Ship Montesque, for Philadelphia, driven from her anchors in the Bay, and stood to sea.
- Ship North America, for Philadelphia, lost rudder, and cables and anchors, and stood to sea.
- February*, Ship Rebecca, for Philadelphia, cut both cables, and stood to sea.
- Brig Feliciana, from New Orleans, lost anchors and drove over the Shears; saved almost by miracle.
- Ship Orleans, from New Orleans, sunk by ice in the Bay; vessel and cargo nearly total loss.
- Sloop Active, from Matanzas, lost anchor and cable in the Bay, and had to go sea.
- March*, Sloop Antelope, for Savannah, driven ashore at Cape May, and lost rudder.
- June*, Schooner Mary and Betsy, from New Orleans, cargo tobacco, pork, flour, &c. anchored in Old Kiln Roads; parted and ran on shore near Lewistown Bar.
- September*, Brig Newbern, from Gibraltar, was drove ashore at Bombay Hook, after loss of cables and anchors.
- Sloop ———, Winslow, Master, drove from her anchors, and was lost near Lewistown.
- Brig Timandra lost both masts, near the Shears; ultimately saved and towed up by pilot boats.
- Brig Louisiana, from St. Jago, do do
- Schooner William and Catharine, from Baltimore, driven ashore at Bombay Hook,
- Brig Washington, do do do
- Brig Mary, Correy, lost both anchors and cables, and had to drive to sea.

1822.

- January*, Brig Irene drove on Lewistown Beach: cargo damaged.
- February*, Brig Hamlet got to anchor under Cape Henlopen; obliged to cut cables and go to sea.
- Schooner M'Donough was drove from her anchors in the Roads, and to sea.

1822.

- February,* Brig Concordia was drove from her anchors, on Mississippi; totally lost.
- May,* Sloop Seaman, from New York, drove on the Overfalls; afterwards, in a heavy storm, was totally lost.
Ship Factor, Sheed, lost anchors, cables, and windlass, in same storm; and had to put to sea.
Brig Mary lost masts, anchors, and cables, in same gale.
- June,* Schooner Polly, with naval stores, was driven on the Flogger; totally lost.

1823.

- January,* Brig Alert, from England, touched on the Shears; afterwards was ran on shore, near Lewistown, with eight feet water in her hold; only part of cargo expected to be saved.
Schooner Sally, from Norfolk to New York, drove ashore at Cape May; cargo and one of the crew lost.
- April,* Schooner Polly and Sylvia, for Petersburg, was drove ashore, in a gale, near Lewistown.
Schooner Regulator was drove ashore on Cape Henlopen, and cast away.
- December,* Sloop Valiant, from Newbern, for New York, in search of shelter, was cast on shore near Cape May.

1824.

- February,* Schooner Nancy, from Martinique, to Plymouth, in search of shelter, drove ashore, near Cape May, and bilged.

1825.

- January,* Sloop Boxer, for Philadelphia, made anchorage under Cape May, was drove off, and spoke eighteen days afterwards, having lost cables and anchors.
Schooner M'Donough, from Rio de la Hache, split her sails, lost anchors and cables, and drove ashore at Lewistown.
- April,* Sloop Spartan, from Savannah, drove ashore, in a gale, above Lewistown; probably lost totally.
- May,* Brig Louisiana, from Baltimore, drove on, and was lost upon, the Flogger.
- June,* Sloop Kitty Ann, drove shore in the gale under C. May.
Sloop George Ogden, do do do
Thirteen others do do do
Sloop Friendship, from New York, do do
Eight sloops do Cape Henlopen.
Brig Bevan parted cables, in the gale, cut away mast, and drove to sea.
Brig Rose lost cables and sails—returned; reports a ship and brig on shore, dismasted and bilged; also, thirty-two sail, large and small, on shore on Cape Henlopen beach covered with goods.
Pilot Boat Lewis Clapier, on shore at Cape Henlopen; stern stove in.

1825.

June,

Brig Joseph Eastburn drove on shore, inside Cape May.

Schooner William Penn, do do

A sloop do do

Schooner Equality, do do

Schooner Thetis, do do

Pilot Boat Edward Thomson, and one Smack, drove on Cape May, from Cape Henlopen—both lost; Captain drowned.

Sloop Ohio drove on shore, inside Cape May.

Schooner Three Sisters, do do

Sloop Philip Walters, do near do

Sloop Paragon, from New York, do

Sloop Three Friends do do and sunk.

Sloop Betsy, for New York, abandoned near Cape May; drove a shore at Cape Henlopen.

Schooner Herald, for Newburyport, lost anchors; drove ashore near Black Bird Creek.

Seven vessels ashore between Cohanzy and Back Creek.

Nine do do near Lewistown.

The Uno, of New York, has not been heard of, supposed to be lost, with all hands, within the Bay.

The Emmeline, her sails have been found; her crew supposed to be lost, within the Bay.

The Fame was driven on the beach do do

The M'Donough do do Captain drowned.

November, Schooner Maria parted cables in the Bay, and had to drive to sea.*December,* Schooner Tombull blown as far North as Egg Harbor, was ran on shore for preservation of the crew.

1826.

February, Schooner Boscer blown ashore at Cape May.

Brig Joseph Eastburn drove from the Bay, with loss of cables and anchors; crew frost bitten; manned by pilots, and afterwards got in.

Barque Catharine, from Liverpool, driven to sea, from the Bay, by ice.

August, Schooner Cicero, from Baltimore, drove on the Brandywine; cargo totally lost with vessel.*October,* Schooner Amelia, for Edenton, drove on Lewistown beach.

 PHILADELPHIA, 24th December, 1826.

SIR: Caleb Newbold, Esq. late last evening, handed me your favor to him of the 21st inst. The duties of the secretaries of our insurance offices are arduous at this period, and prevent them from giv-

ing what I was desirous to furnish you fully with, through the committee. At their request, the accompanying list of loss and disaster to vessels and cargoes, bound into and out of the Delaware, as, also, of those who, from distress at sea, or on the coast, sought shelter there in time of storm and peril, from leak, loss of spars and sails, want of water and provisions, sickly or disabled crews, and the multitude of other casualties inseparable from the pursuits of the merchant and the mariner, has been hastily made up, but from sources to be relied on. It contains, however, but a minor exhibit of the appalling sufferings of seamen, and the incalculable loss of property to individuals and the public, which are annually experienced on this coast, more particularly in the Delaware, which has been, and still is, resorted to by foreign, as well as general coasting vessels, when in distress, counting upon the efficiency and ability of its pilots, and the promptness with which every want is supplied, when human exertion can bring the sufferers to any of its present places of shelter. There are yet in emergency, distant from either Cape, and require, against the obstructions of ice and adverse winds, more time and powerful exertion than the generally exhausted state of crews, under such circumstances, can sustain. The result is obvious, and apparent to the most careless observer. Place but a shelter at the entrance of the Bay, the commerce of the Delaware will not alone be protected and preserved by it, but that of the whole Coast, daily passing and repassing its Capes, together with foreign vessels, who resort there when overtaken, by accident, at sea. All will find a haven where their crews can be recruited, damages repaired, and their wants fully supplied, secure from mishap or danger; thereby the interests of merchants, and the lives of hundreds of individuals, will be saved from jeopardy or untimely death.

It is necessary to observe, that the vessels within named were brought to the most secure anchorage possible within the Capes, and that, whether driven on shore inside or without the Bay, afterwards, was a consequence not under the control of the pilots or commanders, but by an overwhelming act of the elements, operating in a space where no efficient security could be seized upon to prevent disaster.

Had but a barrier, in their vicinity, existed, at which they could have attached in threatening and inclement weather, these occurrences would not have been on record, nor brought up now to renew afresh the sorrows and distress of the widow and the fatherless, nor those of the impoverished merchant or underwriter; nor would the consequent immense losses to the revenue have to be so imperiously presented to the view of the representatives of the Union.

I regret my labors, so far, will prove so unsatisfactory at so important a period; nevertheless will be happy, if, by a continuance of them, they can be made productive of the slightest aid toward the important object you have now to advocate.

With due deference and respect,

Permit me to be, sir,

Your most obedient servant,

ALEX. STEWART, Jr.

Hon. JOHN WURTS, *Washington, D. C.*